



Memorandum

AGENDA ITEM 6

DATE: March 17, 2022
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 4/12/2022 Board Meeting: Approve the 2022 Prop AA Strategic Plan and 5-Year Prioritization Programs (5YPPs) and Amend the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs

RECOMMENDATION Information Action

- Approve the 2022 Prop AA Strategic Plan and 5YPPs
- Amend the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs

SUMMARY

In November 2021, we issued the 2022 Prop AA Strategic Plan call for projects to program funds for the next 5-year period covering Fiscal Years (FYs) 2022/23 to 2026/27. By the January 18th deadline, we received 16 applications from 4 sponsors requesting about \$31.5 million compared to the \$23.5 million available. We evaluated the applications using Board-adopted program-wide prioritization criteria, such as project readiness, community support, geographic equity, and construction coordination opportunities, and category specific criteria, such as whether projects seeking funds from the Pedestrian Safety category are located on the Vision Zero High Injury Network or directly improve access to transit or schools. Our recommendation is to program \$23,489,965 in Prop AA funds and \$1 million in Prop K funds to fully fund ten projects and partially fund five projects as detailed in Attachment 4. Our recommendation includes two concurrent Prop K 5YPP amendments to reprogram the aforementioned \$1 million to the M Ocean View Transit project to fully fund the design phase as described below and in Attachment 6.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other: _____



BACKGROUND

In November 2010, San Francisco voters approved Prop AA, authorizing the Transportation Authority to collect an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements in the following three categories, with revenues split as indicated by the percentages: Street Repair and Reconstruction - 50%, Pedestrian Safety - 25%, and Transit Reliability and Mobility Improvements - 25%. Given its small size - less than \$5 million in annual revenues, one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds. Correspondingly, Prop AA Strategic Plan policies allow for periodic calls for projects to reprogram cost savings or funds from programmed projects that failed to request funds in a timely manner. Only public agencies are eligible to apply for Prop AA funds.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program and specifies that the Strategic Plan include a 5YPP for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding. The 2022 Strategic Plan will be the third since inception of the Prop AA program.

DISCUSSION

Call for Projects and Funds Available. On November 9, 2021, we issued a call for projects to program \$23,489,965 in Prop AA vehicle registration fee revenues to projects in the 5-year period covering FYs 2022/23 to 2026/27. The funds available estimate was based primarily on new revenues forecast at about \$4.83 million per year, which will result in approximately \$23.5 million in funds available in the 5YPP period, net of five percent for administrative expenses. Prop AA revenues are dependent on the number of vehicles registered in San Francisco and have been stable over the last five years. In addition to new revenues, we are recommending programming \$524,156 in deobligated funds from projects completed under budget and \$4,075 in interest earnings.

Attachment 1 provides details on the funds available (Table 1), as well as the programming targets (Table 3) for distributing the \$23.5 million across the three Prop AA programmatic categories as established in the Expenditure Plan.

By the January 18, 2022, deadline we had received 16 applications from four agencies requesting approximately \$31.5 million in Prop AA funds. Attachment 2 summarizes the applications received.

Draft Programming Recommendations. We developed the draft programming recommendations based upon the project information submitted in response to the Prop AA



call for projects, application of the Board-adopted screening and prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all 16 projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria and category specific criteria. Descriptions of the evaluation criteria and the project scores are detailed in Attachment 3.

As detailed in Attachment 4, our recommendation is to program \$23,489,965 in Prop AA funds and \$1 million in Prop K funds to fully fund ten projects and partially fund five projects. Attachment 5 shows the proposed Strategic Plan programming and cash flow for the next five years.

Unless noted otherwise below, we recommended funding projects in score order until the funds available were depleted, with a priority on projects and project phases that are ready to advance sooner. Our recommendations for each category are described below.

Street Repair and Reconstruction Category (\$11,824,780). Recommended programming includes fully funding four projects and partially funding one San Francisco Public Works (SFPW) pavement renovation projects. The projects recommended for full funding are: Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation; 8th St, Clay St and Leavenworth St Pavement Renovation; Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation; and Fillmore St Pavement Renovation.

After discussion with SFPW staff, we are recommending \$500,000 less than requested for the Front St, Sansome St, 1st St and Montgomery St Pavement Renovation project to allow us to partially fund Japantown Buchanan Mall Improvements in the Pedestrian Safety category. SFPW supports this recommendation since paving has other funding options while there are limited funding opportunities for improvements to the Japantown Mall, especially the pedestrian lighting component. Prop AA funds would also provide local match to a \$5 million California Natural Resources Agency grant. This recommendation results in a very modest shift in the percent of funds programmed and allocated for Fiscal Years 2012/13 through 2026/27 in the Street Repair and Reconstruction Category from 50% to 49.3% and the Pedestrian Safety category from 25% to 25.7%.

Pedestrian Safety Category (\$5,923,915). Recommended programming includes fully funding SFPW's requests for Oakdale Lighting Improvements Project Phase 1 and Innes Avenue Sidewalk Improvements, and SFMTA's Central Embarcadero Safety and Howard Streetscape Pedestrian Safety Project projects.

As mentioned above, we are recommending partial funding for SFPW's request for Japantown Buchanan Mall Improvements to help fund the pedestrian safety elements of the scope. We also recommend partial funding for the SFMTA's Bayview Community Multimodal Corridor Project, which doesn't need funds until FY 2026/27, so that we can recommend partial funding for lower scoring projects that are ready to advance sooner. The project is



expected to be very competitive for state and federal funding sources, such as the state Active Transportation Program, and could also compete for future Prop AA funds available through a mid-cycle call for projects or the next Strategic Plan update.

We are not recommending funds for the Southern Embarcadero Safety Project which doesn't need construction funds until FY 2025/26. The project could compete for future Prop AA funds available through a mid-cycle call for projects or the next Strategic Plan update, or for other funding sources, as well.

Transit Reliability and Mobility Improvements Category (\$5,741,270). Our recommendation includes fully funding Transbay Joint Powers Authority's request for Salesforce Transit Center Wayfinding Phase 1. We are also recommending full funding for the design phase of the SFMTA's 29 Sunset Transit Reliability and Mobility Improvements project. We are not recommending funding for construction at this time due to the need to strengthen the funding plan, which contains a large proportion of to be determined sources. We expect this project will be very competitive for federal and state grants.

We are recommending partial funding for BART's Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations to support a greater geographic spread of Prop AA projects. BART and SFMTA are splitting the \$16 million project cost evenly. The recommended Prop AA funds will be considered as counting equally toward BART and SFMTA's fifty-fifty share of the project cost. We have included a special condition on this recommendation that requires BART and SFMTA to confirm that the agencies are in agreement on cost sharing and funding strategy for the project prior to requesting allocation of funds.

For the M Ocean View Transit Reliability and Mobility Improvements project, we are recommending fully funding the request with Prop AA and Prop K funds, which requires an amendment of the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category and Transit Enhancements 5YPPs to reprogram a total of \$1 million in Prop K funds to this project. Attachment 6 provides detail on the recommended Prop K 5YPP amendments.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget. Allocations of the aforementioned Prop AA and Prop K funds would be the subject of future Board actions.

CAC POSITION

The CAC will consider this item at its March 23, 2022 meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Funds Available
- Attachment 2 - Summary of Applications Received
- Attachment 3 - Evaluation Scores
- Attachment 4 - Programming Recommendations
- Attachment 5 - Proposed 5-Year Prioritized Program of Projects - Programming and Cash Flow
- Attachment 6 - Prop K 5YPP Amendments
- Enclosure 1 - Draft 2022 Prop AA Strategic Plan
 - Strategic Plan Policies
 - Screening and Prioritization Criteria
 - Proposed 5-Year Prioritized Program of Projects
 - Prop AA Project Information Forms (15)

Attachment 1.
Prop AA Vehicle Registration Fee
Summary of Funds Available

Table 1. Summary of Prop AA Funds Available for FYs 2022/23-2026/27	
2022 Strategic Plan (FY2022/23 - FY2026/27) - Estimated New Revenues Available for Projects (Net 5% administration costs)	\$ 22,961,734
Interest Earnings	\$ 4,075
Deobligated Funds	\$ 524,156
2022 Strategic Plan Update/ 5-Year Prioritization Programs - Total Estimated Funds Available for Projects	\$ 23,489,965

Table 2. Program Inception Through FY 2021/22 - Programmed and Allocated Funds by Category (Includes actual revenues April 2011 - June 2021 and projected revenues July 2021 - June 2022)			
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Actual Programming and Allocations (as of December 2021, net of deobligations)	Actual % of Funds Programmed and Allocated
Street Repair and Reconstruction	50%	\$ 25,203,314	48.9%
Pedestrian Safety	25%	\$ 13,340,132	25.9%
Transit Reliability and Mobility Improvements	25%	\$ 13,022,777	25.3%
Total Programmed and Allocated	100%	\$ 51,566,223	100%

Table 3. 2022 Prop AA Strategic Plan (FYs 2022/23-2026/27) - Funds Available by Category		
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Programming Target in 2022 Strategic Plan
Street Repair and Reconstruction	50%	\$ 12,324,780
Pedestrian Safety	25%	\$ 5,423,915
Transit Reliability and Mobility Improvements	25%	\$ 5,741,270
Total Estimated Funds Available for Programming	100%	\$ 23,489,965

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

Street Repair and Reconstruction Category

#	Sponsor ¹	Project Name ²	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
1	SFPW	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	The project scope includes demolition, grinding and paving of 35 blocks, curb ramps reconstruction and localized base repair. The average Pavement Condition Index (PCI) score within the project limits is mid 40's. Construction planned for Spring 2023 through Fall 2024.	10	Construction	\$3,900,000	\$2,882,492	FY 2022/23
2	SFPW	8th St, Clay St and Levenworth St Pavement Renovation	The project scope includes demolition, grinding and paving of 35 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is mid 50's. Construction planned for Spring 2024 through Fall 2025.	3, 6	Construction	\$3,850,000	\$2,360,572	FY 2023/24
3	SFPW	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	The project scope includes demolition, grinding and paving of 44 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is low 60's. Construction planned for Spring 2025 through Fall 2026.	7, 11	Construction	\$4,840,000	\$2,360,572	FY 2024/25
4	SFPW	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	The project scope includes demolition, grinding and paving of 38 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is mid 50's. Construction planned for Winter 2026 through Summer 2027.	3, 6	Construction	\$4,180,000	\$2,360,572	FY 2025/26
5	SFPW	Fillmore St Pavement Renovation	The project scope includes demolition, grinding and paving of 46 blocks, curb ramps reconstruction and localized base repair. The average PCI score within the project limits is high 50's. Construction planned for Spring 2027 to early 2029. This project is being coordinated with the 22 Fillmore Muni Forward project, which is currently in the planning phase.	2, 5, 8	Construction	\$5,060,000	\$2,360,572	FY 2026/27
Street Repair and Reconstruction Category Subtotal						\$ 21,830,000	\$ 12,324,780	

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

Pedestrian Safety Category

#	Sponsor ¹	Project Name ²	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
6	SFPW	Innes Avenue Sidewalk Improvements	Pedestrian safety and accessibility improvements along Innes Avenue, between Aurelious Walker and Donahue Street. Improvements include 10 ADA compliant curb ramps, 400 feet of new rockslide catchment fence, and nearly 1800 linear feet of new sidewalk, the majority of which is entirely missing. Design is planned for Summer 2022 through Summer 2023 and construction Fall 2023 through Fall 2024.	10	Design, Construction	\$1,248,900	\$851,000	FY 2022/23 FY 2023/24
7	SFPW	Japantown Buchanan Mall Improvements	This project will implement improvements to the Japantown Buchanan Mall, a culturally significant public plaza on Buchanan Street, between Post and Sutter streets in the cultural heart of Japantown. Improvements include repaving the uneven walkways, new curb ramps, new trees, landscaping with culturally relevant plants, enhancing the existing historic public art, and installing new energy efficient pedestrian lighting. Project has received a \$5 million state grant from the California Natural Resources Agency. Design is planned for early 2023 through early 2024 and construction Spring 2024 through Spring 2025.	5	Design, Construction	\$7,700,000	\$1,350,000	FY 2022/23 FY 2023/24
8	SFPW	Oakdale Lighting Improvements Project Phase 1	Installation of approximately 50 new pedestrian-scale street lights on Oakdale, between 3rd and Phelps streets to improve pedestrian safety and comfort along this important thoroughfare. Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan (CBTP). Design is planned for early 2023 through Fall 2023 and construction would take place Summer 2024 through early 2025.	10	Design, Construction	\$1,974,000	\$1,974,000	FY 2022/23 FY 2023/24
10	SFMTA	Central Embarcadero Safety Project	This project will expand a two-way, water-side protected bikeway from Folsom to Bryant streets and construct additional multi-modal safety and signal upgrades for The Embarcadero corridor between Broadway and Bryant Street. Pedestrian safety benefits include reducing conflicts with other modes and shortening crossing distances. Construction would begin in early 2024 and be completed in early 2025.	3	Construction	\$8,600,000	\$1,000,000	FY 2023/24

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

#	Sponsor ¹	Project Name ²	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
11	SFMTA	Howard Streetscape Pedestrian Safety Project	Pedestrian and bicycle safety improvements targeted to areas with most vulnerable residents, including seniors and children. Project is intended to: reduce vehicle lanes from three to two to shorten crossing distances and minimize conflicts with other modes; replace the existing bicycle lane with a two-way protected bikeway; additional pedestrian and bicycle safety infrastructure including raised crosswalks, pedestrian bulb-outs, protected intersections, traffic signals with separate bicycle and vehicle phases; and, new energy-efficient pedestrian-scale lighting. Construction would begin in Spring 2024 and be complete in Spring 2026.	6	Construction	\$47,941,000	\$1,000,000	FY 2024/25
12	SFMTA	Southern Embarcadero Safety Project	This project includes traffic, parking, and signal and utility upgrades to extend the waterside two-way protected bikeway from Bryant to Townsend streets along The Embarcadero. Potential project elements include new traffic signals, shorter pedestrian crossings with ADA curb ramp upgrades, additional on-street vehicle loading zones, northbound left-turn restrictions (at Townsend and Brannan streets), and revised median and promenade curblines. The project is being coordinated with adjacent development projects at Piers 30/32 and 38/40, and the SF Port's Waterfront Resiliency Program.	3	Construction	\$5,000,000	\$1,000,000	FY 2025/26
13	SFMTA	Bayview Community Multimodal Corridor	The Bayview Community Multimodal Corridor safety project implements one of the high priority recommendations from the Bayview CBTP. This project will improve pedestrian crossings on 3rd Street (locations anticipated to be at Revere, Thomas, and McKinnon avenues) and restrict left turns at those locations to discourage traffic into the neighborhood. The project also includes improve a north-south route that is parallel to 3rd Street to serve people walking and biking by slowing traffic with speed humps and raised intersections at three raised intersections adjacent to KC Jones and Youngblood-Coleman Playgrounds. Construction is expected to begin in early 2026 and be complete by the end of 2027. SFMTA is also expecting to separately use programmed Prop K funds to implement bulbouts at five intersections along this route, which are currently being designed.	10	Construction	\$19,290,990	\$1,000,000	FY 2026/27
Pedestrian Safety Category Subtotal						\$ 91,754,890	\$ 8,175,000	

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

Transit Reliability and Mobility Improvements Category

#	Sponsor ¹	Project Name ²	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
14	TJPA	Salesforce Transit Center Wayfinding Phase 1	Requested funds will upgrade the Salesforce Transit Center's wayfinding system. This funding would improve commuter and visitor experiences by connecting them quickly and more efficiently to their transit connections and to the public open space and activities provided at the Center's rooftop park. Prop AA funds would fund installation of 10 interactive kiosks, supplementing an earlier phase of wayfinding improvements. This project was recommended by TJPA's 2019 Wayfinding Gap Analysis and is consistent with recommendations of the Metropolitan Transportation Commission's Blue Ribbon Transit Recovery Task Force. Construction will start in Fall 2022 and be complete by the end of 2022.	6	Construction	\$1,361,700	\$300,000	FY 2022/23
15	SFMTA	M Oceanview Transit Reliability and Mobility Improvements	Transit reliability, travel time and pedestrian safety improvements through implementation of various transit priority enhancements along the M line corridor from the intersection of Junipero Serra Boulevard and 19th Avenue to the Balboa Park Station. Scope will include traffic signals, transit stop placement optimization, pedestrian improvements (e.g. extended passenger boarding islands), and other improvements. Project is fully funded for construction with a \$20 million state grant from the Transit and Intercity Rail Capital Program. Design is planned for Summer 2023 through Spring 2025, with construction planned for Fall 2025 to Summer 2027.	7, 11	Design	\$26,675,258	\$2,000,000	FY 2022/23
16	SFMTA	29 Sunset Transit Reliability and Mobility Improvements	Transit reliability, transit travel time and pedestrian safety improvements from the intersection of Lincon an Bowley in the Richmond district to the intersection of 19th and Holloway avenues. Scope will include transit-only lanes, transit priority signals, transit stop placement optimization and pedestrian improvements. Design is planned for Summer 2022 through Spring 2025 and construction is planned for Spring 2026 through Winter 2028.	1, 2, 4, 7	Design, Construction	\$22,595,696	\$3,000,000	FY 2023/24, FY 2025/26

Attachment 2.
2022 Prop AA Strategic Plan
Summary of Applications Received

#	Sponsor ¹	Project Name ²	Brief Project Description	District(s)	Phase(s)	Total Project Cost	Prop AA Requested	Fiscal Year Funds Needed
17	BART	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	Modernize and renovate two elevators (one street level and one platform level) at the Powell Street Station and one elevator (platform level) at the Civic Center Station. All three elevators are shared for use between BART and Muni. Project benefits include improved accessibility, improved customer experience, and increased reliability. Construction is planned for Fall 2025 through Fall 2027.	3, 6	Construction	\$16,087,500	\$5,741,270	FY 2024/25
Transit Reliability and Mobility Improvements Category Subtotal						\$66,720,154	\$ 11,041,270	
						Total Project Cost	Total Prop AA Requested	
TOTAL						\$ 180,305,044	\$ 31,541,050	

¹ Projects are not listed in priority order. Projects are sorted by category, then fiscal year in which Prop AA funds are needed, then by Sponsor, then by Project Name.

² Sponsor abbreviations include San Francisco Bay Area Rapid Transit (BART), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

**Attachment 3
Prop AA Project Submissions Evaluation - Street Repair and Reconstruction**

Projects	General Prioritization					Street Repair and Reconstruction Prioritization						Total
	Project Readiness	Safety Issues	Const. Coord.	Community Support	Benefits Equity Priority Comms.	Fund Leveraging	No other sources	Delivery Track Record	Pavement Mgmt System	Bicycle and Transit Networks	Complete Streets Elements	
Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	2.0	0.0	0.7	0.0	0.3	2.0	0.0	1.0	1.0	0.8	0.0	7.8
Fillmore St Pavement Renovation	1.0	0.0	0.7	0.7	0.4	1.8	0.0	0.7	1.0	1.0	0.4	7.7
Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	1.3	0.0	0.0	0.0	0.1	1.8	0.0	1.0	1.0	0.9	0.0	6.1
Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	1.3	0.0	0.0	0.0	0.2	1.8	0.0	1.0	1.0	0.8	0.0	6.1
8th St, Clay St and Levenworth St Pavement Renovation	1.2	0.0	0.0	0.0	0.2	1.8	0.0	1.0	1.0	0.8	0.0	6.0
Total Possible Score	3	1	1	2	1	2	1	1	1	1	1	15

Project Scoring Key: Projects were assessed using Transportation Authority Board adopted general and category specific prioritization criteria. Neither the general prioritization criteria nor the category specific criteria were weighted. In general, the more criteria a project satisfied and the better it met them, the higher a project was ranked when staff developed recommendations.

Project Readiness: Highest possible score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation based on the year of request. If Transportation Authority staff were confident a project could progress in that timeframe, it was given a score of 3. Projects requesting funds that did not have some level of community outreach or design complete were given lower scores.

Project Level of Need - Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement (e.g. paving, no enhancements) did not address a known safety issue.

Project Level of Need - Construction Coordination: Highest possible score was 1. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project. Projects received a score of 0 if they were not trying to take advantage of time sensitive construction coordination opportunities.

Project Community Support: Highest possible score was 2. Projects with clear and diverse community support as evidenced by letters of support or other information in the applications and/or developed out of a community-based planning process (e.g. community-based transportation plan, Neighborhood Transportation Improvement Program effort) received points from this criterion.

Benefits Equity Priority Communities: Highest possible score was 1. Projects clearly intended to benefit an Equity Priority Community, whether geographically located within such a community or serving the population of an Equity Priority Community, received points from this criterion.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points. Projects that could demonstrate leveraging less than 20% received 1 point. Projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Pavement Management System: Highest possible score was 1. Transportation Authority staff assessed whether the project was based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.

Bicycle and Transit Networks: Highest possible score was 1. Transportation Authority staff assessed whether the project would improve streets located on San Francisco's bicycle and transit networks.

Complete Streets Elements: Highest possible score was 1. Transportation Authority staff assessed whether the project includes at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source.

**Attachment 3
Prop AA Project Submissions Evaluation - Pedestrian Safety**

Projects	General Prioritization				Fund Leveraging				Pedestrian Prioritization				Total
	Level of Need			Community Support	Benefits Equity Priority Comms.	Leveraging	No other sources	Delivery Track Record	Reduce Hazards	Vision Zero Network	SWITRS	Improve Transit & School Access	
Readiness	Safety Issues	CON Coord.											
Howard Streetscape Pedestrian Safety Project	2.0	1.0	0.5	2.0	1.0	2.0	0.0	0.8	2.0	1.0	2.0	1.0	15.3
Central Embarcadero Safety Project	1.8	1.0	0.0	2.0	0.5	1.0	0.0	0.8	2.0	1.0	2.0	1.0	13.1
Bayview Community Multimodal Corridor Project	1.7	1.0	0.0	2.0	1.0	1.5	0.0	1.0	2.0	0.5	0.0	1.3	12.0
Innes Avenue Sidewalk Improvements	2.0	1.0	0.0	1.0	1.0	1.0	0.2	1.0	2.0	0.5	0.0	2.0	11.7
Oakdale Lighting Improvements Project Phase 1	2.0	0.7	0.0	2.0	1.0	0.0	1.0	1.0	0.8	0.0	1.0	2.0	11.5
Japantown Buchanan Mall Improvements	1.8	0.5	0.0	1.0	1.0	2.0	0.0	1.0	0.7	0.5	1.0	1.0	10.5
Southern Embarcadero Safety Project	1.0	1.0	0.0	2.0	0.0	1.0	0.0	0.8	1.7	1.0	1.0	1.0	10.5
Total Possible Score	3	1	1	2	1	2	1	1	2	1	2	2	19

Project Scoring Key: Projects were assessed using Transportation Authority Board adopted general and category specific prioritization criteria. Neither the general prioritization criteria nor the category specific criteria were weighted. In general, the more criteria a project satisfied and the better it met them, the higher a project was ranked when staff developed recommendations.

Project Readiness: Highest possible score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation based on the year of request. If Transportation Authority staff were confident a project could progress in that timeframe, it was given a score of 3. Projects requesting funds that did not have some level of community outreach or design complete were given lower scores.

Project Level of Need - Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement (e.g. paving, no enhancements) did not address a known safety issue.

Project Level of Need - Construction Coordination: Highest possible score was 1. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project. Projects received a score of 0 if they were not trying to take advantage of time sensitive construction coordination opportunities.

Project Community Support: Highest possible score was 2. Projects with clear and diverse community support as evidenced by letters of support or other information in the applications and/or developed out of a community-based planning process (e.g. community-based transportation plan, Neighborhood Transportation Improvement Program effort) received points from this criterion.

Benefits Equity Priority Communities: Highest possible score was 1. Projects clearly intended to benefit an Equity Priority Community, whether geographically located within such a community or serving the population of an Equity Priority Community, received points from this criterion.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points. Projects that could demonstrate leveraging less than 20% received 1 point. Projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Reduce Hazards: Transportation Authority staff assessed whether the project proposed improvements that would shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.

Vision Zero High Injury Network: Highest possible score was 1. Transportation Authority staff assessed whether the project was located along the Vision Zero High Injury Network. Projects that were located along the network received 1 point. Projects that were only partially located on the network received 0.5.

California Highway Patrol, Statewide Integrated Traffic Reporting System (SWITRS) 2012 to 2017: Transportation Authority staff analyzed the number of pedestrian injuries/collisions using SWITRS. Scores are calculated based on the total number of collisions for all intersections in the project scope divided by the total number of intersections. Projects with an average of 1 to 2 collisions per intersection received 1 point. Projects with more than 2 collisions per intersection received 2 points.

Improve Transit and School Access: Highest possible score was 2. Transportation Authority staff assessed whether the project would improve access to transit and/or schools. Projects could receive a point for addressing each.

**Attachment 3
Prop AA Project Submissions Evaluation - Transit Reliability and Mobility Improvement**

Projects	General Prioritization					Transit Prioritization							
	Level of Need	Fund Leveraging				Delivery Track Record	Support Rapid Transit	Accessibility, Reliability, Connectivity	TDM	Safety	Total		
Readiness	Safety Issues	CON Coord.	Community Support	Benefits Equity Priority Comms.	Leveraging							No other sources	
Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	2.3	1.0	0.7	1.5	1.0	2.0	0.0	0.7	1.0	2.0	0.0	1.0	13.2
M-Oceanview Transit Reliability and Mobility Improvements	2.3	1.0	0.0	1.3	1.0	2.0	0.0	0.4	1.0	3.0	0.0	1.0	13.0
29 Sunset Transit Reliability and Mobility Improvements	2.0	1.0	0.0	1.2	1.0	2.0	0.0	0.4	1.0	3.0	0.0	1.0	12.6
Salesforce Transit Center Wayfinding Phase 1	3.0	0.0	0.0	1.2	0.7	0.3	0.0	1.0	1.0	2.0	0.0	0.2	9.4
Total Possible Score	3	1	1	2	1	2	1	1	1	3	3	1	20

Project Scoring Key: Projects were assessed using Transportation Authority Board adopted general and category specific prioritization criteria. Neither the general prioritization criteria nor the category specific criteria were weighted. In general, the more criteria a project satisfied and the better it met them, the higher a project was ranked when staff developed recommendations.

Project Readiness: Highest possible score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation based on the year of request. If Transportation Authority staff were confident a project could progress in that timeframe, it was given a score of 3. Projects requesting funds that did not have some level of community outreach or design complete were

Project Level of Need - Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement (e.g. paving, no enhancements) did not address a known safety issue.

Project Level of Need - Construction Coordination: Highest possible score was 1. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project. Projects received a score of 0 if they were not trying to take advantage of time sensitive construction coordination opportunities.

Project Community Support: Highest possible score was 2. Projects with clear and diverse community support as evidenced by letters of support or other information in the applications and/or developed out of a community-based planning process (e.g. community-based transportation plan, Neighborhood Transportation Improvement Program effort) received points from this criterion.

Benefits Equity Priority Communities: Highest possible score was 1. Projects clearly intended to benefit an Equity Priority Community, whether geographically located within such a community or serving the population of an Equity Priority Community, received points from this criterion.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points. Projects that could demonstrate leveraging less than 20% received 1 point. Projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Support Rapid Transit: Highest possible score was 1. Transportation Authority staff assessed whether the project supported existing or proposed rapid transit.

Increase Accessibility, Reliability, and Connectivity: Highest possible score was 3. Transportation Authority staff assessed whether the project increased accessibility, reliability, and/or connectivity. A project could receive a point for each.

Transportation Demand Management: Highest possible score was 3. Transportation Authority staff assessed whether the project was a TDM project and awarded one point, if so. Staff awarded a second point to TDM projects directed at relieving documented congestion or transit crowding issues on one or more specific corridors. Staff awarded a third point to TDM projects based on model projects that have previously been successfully implemented with documented effectiveness.

Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement did not address a documented safety issue.

Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations¹

Street Repair and Reconstruction Category

Score	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
7.8	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	SFPW	Construction	\$3,900,000	\$2,882,492	\$2,882,492	Recommend amount requested.
7.7	Fillmore St Pavement Renovation	SFPW	Construction	\$5,060,000	\$2,360,572	\$2,360,572	Recommend amount requested.
6.1	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	SFPW	Construction	\$4,840,000	\$2,360,572	\$2,360,572	Recommend amount requested.
6.1	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	SFPW	Construction	\$4,180,000	\$2,360,572	\$1,860,572	Recommend \$500,000 less than requested to allow us to partially fund Japantown Buchanan Mall Improvements. Recommendation is supported by SFPW. SFPW will identify other funds to fully fund this project.
6.0	8th St, Clay St and Levenworth St Pavement Renovation	SFPW	Construction	\$3,850,000	\$2,360,572	\$2,360,572	Recommend amount requested.
Subtotal				\$21,830,000	\$12,324,780	\$11,824,780	
Street Repair and Reconstruction Category Target Programming Amount						\$12,324,780	

Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations¹

Pedestrian Safety Category

Score	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
15.3	Howard Streetscape Pedestrian Safety Project	SFMTA	Construction	\$47,941,000	\$1,000,000	\$1,000,000	Recommend amount requested.
13.1	Central Embarcadero Safety Project	SFMTA	Construction	\$8,600,000	\$1,000,000	\$1,000,000	Recommend amount requested.
12.0	Bayview Community Multimodal Corridor Project	SFMTA	Construction	\$19,290,990	\$1,000,000	\$598,915	Recommend partial funding. Although this is higher scoring than other projects, since funds are not needed until FY 26/27, we are recommending partial funding to fund projects that are ready to advance sooner. This project is expected to be very competitive for state and federal funding sources, such as the state Active Transportation Program. This project could also compete for future Prop AA funds available through a mid-cycle call for projects or the next Strategic Plan update.
11.7	Innes Avenue Sidewalk Improvements	SFPW	Design, Construction	\$1,248,900	\$851,000	\$851,000	Recommend amount requested.
11.5	Oakdale Lighting Improvements Project Phase 1	SFPW	Design, Construction	\$1,974,000	\$1,974,000	\$1,974,000	Recommend amount requested. This project scored lower than other projects, however, Prop AA is one of the few funding sources available for stand alone pedestrian-scale lighting projects. The project is ready to proceed once funds are available.
10.5	Japantown Buchanan Mall Improvements	SFPW	Design, Construction	\$7,700,000	\$1,350,000	\$500,000	Recommend partial funding for pedestrian safety elements, including pedestrian-scale lighting, curb ramps, and sidewalk improvements. SFPW supports using \$500,000 from the Street Repair and Reconstruction category to make funds available for this project since paving has other funding options while there are limited funding opportunities for improvements to the Japantown Mall.

**Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations¹**

Score	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
10.5	Southern Embarcadero Safety Project	SFMTA	Construction	\$5,000,000	\$1,000,000	\$0	Not recommended for Prop AA funds at this time. This project demonstrated lower readiness than other projects. This project could compete for future Prop AA funds available through a mid-cycle call for projects, the next Strategic Plan update or other funds sources since funds are not needed until FY 2025/26..
Subtotal				\$ 91,754,890	\$8,175,000	\$5,923,915	
Pedestrian Safety Category Target Programming Amount						\$5,423,915	

**Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations¹**

Transit Reliability and Mobility Improvements Category

Score	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
13.2	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	BART	Construction	\$16,087,500	\$5,741,270	\$3,441,270	<p>Recommend partial funding to support a greater geographic spread of Prop AA projects. BART has agreed to request \$1,290,000 in programmed Prop K funds for this scope to supplement Prop AA. Prop AA funds shall be considered as counting evenly towards BART and SFMTA's fifty-fifty share of the overall project cost.</p> <p>Special Condition: Prior to allocation of Prop AA funds, BART and SFMTA shall confirm that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule.</p>
13.1	M Oceanview Transit Reliability and Mobility Improvements	SFMTA	Design	\$26,675,258	\$2,000,000	\$1,000,000	<p>Recommend fully funding with a combination of \$1 million in Prop AA funds and \$1 million in Prop K funds in order to fund a wider geographic spread of Prop AA projects. The recommendation includes concurrent amendment of the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5-Year Prioritization Programs to reprogram funds from Neighborhood Transportation Improvement Program (NTIP) placeholders to this project. With this amendment, we continue to have enough NTIP funds programmed to fulfill the commitments to each district. Recommended funds leverage a \$20 million state grant for construction.</p>

**Attachment 4.
2022 Prop AA Strategic Plan
Draft Programming Recommendations¹**

Score	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
12.6	29 Sunset Transit Reliability and Mobility Improvements	SFMTA	Design, Construction	\$22,595,696	\$3,000,000	\$1,000,000	Recommend full funding for the design phase. We are not recommending funding for construction at this time due to the need to strengthen the funding plan, which contains a large proportion of to be determined sources. We expect this project will be very competitive for federal and state grants.
9.4	Salesforce Transit Center Wayfinding Phase 1	TJPA	Construction	\$1,361,700	\$300,000	\$300,000	Recommend amount requested.
Subtotal				\$66,720,154	\$11,041,270	\$5,741,270	
Transit Reliability and Mobility Improvements Category Target Programming Amount						\$5,741,270	

	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming
TOTAL	\$ 180,305,044	\$ 31,541,050	\$ 23,489,965
TOTAL Available			\$23,489,965

¹ Projects are sorted by evaluation score from highest ranked to lowest. Total possible score varies by category.

² Sponsor abbreviations include San Francisco Bay Area Rapid Transit District (BART), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

Attachment 5
2022 Prop AA Strategic Plan
Programming and Allocations
 Pending Approval 4/26/2022

Project Name	Sponsor	Phase	Fiscal Year 2022/23	Fiscal Year 2023/24	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27	5-Year Total	
Street Repair and Reconstruction									
Target Funds Available in Category			\$ 2,686,679	\$ 2,409,525	\$ 2,409,525	\$ 2,409,525	\$ 2,409,525	\$ 12,324,780	
Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	SFPW	Construction	\$ 2,882,492					\$ 2,882,492	
8th St, Clay St and Levenworth St Pavement Renovation	SFPW	Construction		\$ 2,360,572				\$ 2,360,572	
Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	SFPW	Construction			\$ 2,360,572			\$ 2,360,572	
Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	SFPW	Construction				\$ 1,860,572		\$ 1,860,572	
Fillmore St Pavement Renovation	SFPW	Construction					\$ 2,360,572	\$ 2,360,572	
Subtotal Programmed to Category (% all time)			49.3%	\$ 2,882,492	\$ 2,360,572	\$ 2,360,572	\$ 1,860,572	\$ 2,360,572	\$ 11,824,780
<i>Cumulative Remaining Capacity</i>				\$ (195,813)	\$ (146,860)	\$ (97,906)	\$ 451,047	\$ 500,000	\$ 500,000
Pedestrian Safety									
Target Funds Available in Category			\$ 1,182,359	\$ 1,060,389	\$ 1,060,389	\$ 1,060,389	\$ 1,060,389	\$ 5,423,915	
Japantown Buchanan Mall Improvements	SFPW	Design	\$ 100,000					\$ 100,000	
Japantown Buchanan Mall Improvements	SFPW	Construction		\$ 400,000				\$ 400,000	
Oakdale Lighting Improvements Project Phase 1	SFPW	Design	\$ 324,000					\$ 324,000	
Oakdale Lighting Improvements Project Phase 1	SFPW	Construction		\$ 1,650,000				\$ 1,650,000	
Innes Avenue Sidewalk Improvements	SFPW	Design	\$ 179,000					\$ 179,000	
Innes Avenue Sidewalk Improvements	SFPW	Construction		\$ 672,000				\$ 672,000	
Central Embarcadero Safety Project	SFMTA	Construction		\$ 1,000,000				\$ 1,000,000	
Howard Streetscape Pedestrian Safety Project	SFMTA	Construction		\$ 1,000,000				\$ 1,000,000	
Bayview Community Multimodal Corridor Project	SFMTA	Construction					\$ 598,915	\$ 598,915	
Subtotal Programmed to Category (% all time)			25.7%	\$ 603,000	\$ 4,722,000	\$ -	\$ -	\$ 598,915	\$ 5,923,915
<i>Cumulative Remaining Capacity</i>				\$ 579,359	\$ (3,082,252)	\$ (2,021,863)	\$ (961,474)	\$ (500,000)	\$ (500,000)
Transit Reliability and Mobility Improvements									
Target Funds Available in Category			\$ 1,251,540	\$ 1,122,433	\$ 1,122,433	\$ 1,122,433	\$ 1,122,433	\$ 5,741,270	
M Ocean View Transit Reliability and Mobility Improvements	SFMTA	Design	\$ 1,000,000					\$ 1,000,000	
29 Sunset Transit Reliability and Mobility Improvements	SFMTA	Design	\$ 1,000,000					\$ 1,000,000	
Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	BART	Construction				\$ 3,441,270		\$ 3,441,270	
Salesforce Transit Center Wayfinding Phase 1	TJPA	Construction	\$ 300,000					\$ 300,000	
Subtotal Programmed to Category (% all time)			25.0%	\$ 2,300,000	\$ -	\$ -	\$ 3,441,270	\$ -	\$ 5,741,270
<i>Cumulative Remaining Capacity</i>				\$ (1,048,460)	\$ 73,972	\$ 1,196,405	\$ (1,122,433)	\$ 0	\$ 0
Total Available Funds			\$ 5,120,578	\$ 4,592,347	\$ 4,592,347	\$ 4,592,347	\$ 4,592,347	\$ 23,489,965	
Total Programmed			\$ 5,785,492	\$ 7,082,572	\$ 2,360,572	\$ 5,301,842	\$ 2,959,487	\$ 23,489,965	
<i>Cumulative Remaining Capacity</i>			\$ (664,914)	\$ (3,155,139)	\$ (923,365)	\$ (1,632,860)	\$ (0)		

Allocated

Pending Action

Notes

2022 Prop AA Strategic Plan

Cash Flow

Pending Approval 4/26/2022

Project Name	Phase	Fiscal Year 2022/23	Fiscal Year 2023/24	Fiscal Year 2024/25	Fiscal Year 2025/26	Fiscal Year 2026/27	Fiscal Year 2027/28	Fiscal Year 2028/29	Total
Street Repair and Reconstruction									
Target Funds Available in Category		\$ 2,686,679	\$ 2,409,525	\$ 2,409,525	\$ 2,409,525	\$ 2,409,525	\$ -	\$ -	\$ 12,324,780
Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	Construction	\$ 288,249	\$ 1,441,246	\$ 1,152,997					\$ 2,882,492
8th St, Clay St and Levenworth St Pavement Renovation	Construction		\$ 236,057	\$ 1,180,286	\$ 944,229				\$ 2,360,572
Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	Construction			\$236,057	\$ 1,180,286	\$ 944,229			\$ 2,360,572
Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	Construction				\$ 95,072	\$ 1,470,429	\$ 295,071		\$ 1,860,572
Fillmore St Pavement Renovation	Construction						\$ 1,180,286	\$ 1,180,286	\$ 2,360,572
Cash Flow Subtotal		\$ 288,249	\$ 1,677,303	\$ 2,569,340	\$ 2,219,587	\$ 2,414,658	\$ 1,475,357	\$ 1,180,286	\$ 11,824,780
Cumulative Remaining Capacity		\$ 2,398,430	\$ 3,130,652	\$ 2,970,838	\$ 3,160,776	\$ 3,155,643	\$ 1,680,286	\$ 500,000	\$ 500,000
Pedestrian Safety									
Target Funds Available in Category		\$ 1,182,359	\$ 1,060,389	\$ 1,060,389	\$ 1,060,389	\$ 1,060,389	\$ -	\$ -	\$ 5,423,915
Japantown Buchanan Mall Improvements	Design	\$ 50,000	\$ 50,000						\$ 100,000
Japantown Buchanan Mall Improvements	Construction		\$ 100,000	\$ 300,000					\$ 400,000
Oakdale Lighting Improvements Project Phase 1	Design	\$ 259,200	\$ 64,800						\$ 324,000
Oakdale Lighting Improvements Project Phase 1	Construction		\$ 412,500	\$ 1,237,500					\$ 1,650,000
Innes Avenue Sidewalk Improvements	Design	\$ 149,000	\$ 30,000						\$ 179,000
Innes Avenue Sidewalk Improvements	Construction		\$ 336,000	\$ 336,000					\$ 672,000
Central Embarcadero Safety Project	Construction		\$ 500,000	\$ 500,000					\$ 1,000,000
Howard Streetscape Pedestrian Safety Project	Construction			\$ 500,000	\$ 500,000				\$ 1,000,000
Bayview Community Multimodal Corridor Project	Construction					\$ 299,458	\$ 299,457		\$ 598,915
Cash Flow Subtotal		\$ 458,200	\$ 1,493,300	\$ 2,873,500	\$ 500,000	\$ 299,458	\$ 299,457	\$ -	\$ 5,923,915
Cumulative Remaining Capacity		\$ 724,159	\$ 291,248	\$ (1,521,863)	\$ (961,474)	\$ (200,543)	\$ (500,000)	\$ (500,000)	\$ (500,000)
Transit Reliability and Mobility Improvements									
Target Funds Available in Category		\$ 1,251,540	\$ 1,122,433	\$ 1,122,433	\$ 1,122,433	\$ 1,122,433	\$ -	\$ -	\$ 5,741,270
M Ocean View Transit Reliability and Mobility Improvements	Design	\$ 340,000	\$ 660,000						\$ 1,000,000
29 Sunset Transit Reliability and Mobility Improvements	Design		\$ 500,000	\$ 500,000					\$ 1,000,000
Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	Construction				\$ 1,720,635	\$ 1,720,635			\$ 3,441,270
Salesforce Transit Center Wayfinding Phase 1	Construction	\$ 300,000							\$ 300,000
Cash Flow Subtotal		\$ 640,000	\$ 1,160,000	\$ 500,000	\$ 1,720,635	\$ 1,720,635	\$ -	\$ -	\$ 5,741,270
Cumulative Remaining Capacity		\$ 611,540	\$ 573,972	\$ 1,196,405	\$ 598,202	\$ 0	\$ 0	\$ 0	\$ 0
Total Available Funds		\$ 5,120,578	\$ 4,592,347	\$ 4,592,347	\$ 4,592,347	\$ 4,592,347			\$ 23,489,965
Total Cashflow		\$ 1,386,449	\$ 4,330,603	\$ 5,942,840	\$ 4,440,222	\$ 4,434,751	\$ 1,774,814	\$ 1,180,286	\$ 23,489,965
Cumulative Remaining Capacity		\$ 3,734,129	\$ 3,995,873	\$ 2,645,379	\$ 2,797,504	\$ 2,955,100	\$ 1,180,286	\$ (0)	

Attachment 6

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24) Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1) Programming and Allocations to Date Pending April 26, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	Programmed						\$0
Any Eligible	Neighborhood Transportation Improvement Program (NTIP) ²	PS&E, CON	Pending			\$0			\$0
SFMTA	Muni Forward M Oceanview Transit Reliability and Mobility Improvements ²	PS&E	Pending				\$300,000		\$300,000
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	Programmed						\$0
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON	Programmed			\$0			\$0
SFMTA	Muni Forward Placeholder ¹	Any	Programmed			\$3,184,360			\$3,184,360
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	PS&E	Programmed			\$1,000,000			\$1,000,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) - Quick Build ¹	CON	Programmed			\$675,000			\$675,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	CON	Programmed				\$8,325,000		\$8,325,000
SFMTA	5 Fulton Transit Improvements ¹	CON	Programmed			\$1,950,000			\$1,950,000
SFMTA	14 Downtown Mission Transit Improvements ¹	CON	Programmed			\$12,554,233			\$12,554,233
SFMTA	30 Stockton Transit Improvements ¹	CON	Programmed			\$2,495,767			\$2,495,767
Total Programmed in 2019 5YPP				\$0	\$0	\$21,859,360	\$8,625,000	\$0	\$30,484,360
Total Allocated and Pending				\$0	\$0	\$0	\$300,000	\$0	\$300,000
Total Unallocated				\$0	\$0	\$21,859,360	\$8,325,000	\$0	\$30,184,360
Total Programmed in 2021 Strategic Plan				\$0	\$0	\$22,159,360	\$8,325,000	\$0	\$30,484,360
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$300,000	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 2021 Strategic Plan Update and corresponding 5YPP amendment to reprogram \$20,091,311 in FY2019/20 Geary Boulevard Improvement Project (Geary BRT Phase 2) funds to other Muni Forward projects in FY2021/22 and to update the phases and cash flow for the \$10M that will remain programmed to the Geary project to reflect the updated project cost and schedule.
Add \$3,184,360 for MuniForward - Placeholder in FY2021/22
Add \$1,950,000 for 5 Fulton Transit Improvements construction in FY2021/22.
Add \$12,554,233 for 14 Downtown Mission Transit Improvements construction in FY2021/22.
Add \$2,495,767 for 30 Stockton Transit Improvements construction in FY2021/22.
Reduce Geary Boulevard Improvement Project (Geary BRT Phase 2) by \$20,091,311, leaving \$1M programmed for design and \$675,000 programmed for Quick Build construction in FY2021/22, and \$8,325,000 programmed for full project construction in FY2022/23.
Reprogram \$93,049 in deobligated funds from projects completed under budget to Muni Forward projects in FY2021/22
- ² Planned 5YPP amendment to fully fund design of Muni Forward M Oceanview Transit Reliability and Mobility Improvements Project (Resolution 22-xx 4/26/2022)
NTIP Placeholder (carryover): Reduce from \$300,000 to \$0 in FY2021/22.
Muni Forward M Oceanview Transit Reliability and Mobility Improvements: Program project with \$300,000 in FY2022/23 with 100% cash flow in FY2022/23.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
Cash Flow (Maximum Annual Reimbursement)
 Pending April 26, 2022 Board

Project Name	Phase	Fiscal Year							Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Carry Forward From 2014 5YPP									
Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	\$0	\$0	\$0					\$0
Neighborhood Transportation Improvement Program (NTIP) ²	PS&E, CON			\$0					\$0
Muni Forward M Oceanview Transit Reliability and Mobility Improvements ²	PS&E				\$300,000				\$300,000
Transit Rapid Network - Bus Rapid Transit									
Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E			\$0	\$0				\$0
Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON				\$0				\$0
Muni Forward Placeholder ¹	Any				\$1,592,180	\$1,592,180			\$3,184,360
Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	PS&E			\$0	\$500,000	\$500,000			\$1,000,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) - Quick Build ¹	CON				\$675,000	\$0	\$0	\$0	\$675,000
Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	CON					\$880,000	\$5,300,000	\$2,145,000	\$8,325,000
5 Fulton Transit Improvements ¹	CON					\$1,950,000			\$1,950,000
14 Downtown Mission Transit Improvements ¹	CON				\$5,485,000	\$5,485,000	\$1,584,233		\$12,554,233
30 Stockton Transit Improvements ¹	CON			\$800,000	\$1,695,767				\$2,495,767
Cash Flow Programmed in 2019 5YPP		\$0	\$0	\$800,000	\$10,247,947	\$10,407,180	\$6,884,233	\$2,145,000	\$30,484,360
Total Cash Flow Allocated and Pending		\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Total Cash Flow Unallocated		\$0	\$0	\$800,000	\$9,947,947	\$10,407,180	\$6,884,233	\$2,145,000	\$30,184,360
Total Cash Flow in 2021 Strategic Plan		\$0	\$0	\$1,100,000	\$9,947,947	\$10,407,180	\$6,884,233	\$2,145,000	\$30,484,360
Deobligated Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)

Transit Enhancements - (EPs 10-16)

Programming and Allocations to Date

Pending April 26, 2022 Board

Other Transit Enhancements (EP 16)										
Carry Forward From 2014 5YPP										
Any Eligible	NTIP Placeholder	^{3,9}	Any	Programmed			\$300,000		\$300,000	
SFMTA	M Oceanview Transit Reliability and Mobility Improvements	⁹	PS&E	Pending			\$700,000		\$700,000	
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	⁴	CON	Programmed			\$0		\$0	
TBD	Transit Enhancements - Placeholder	⁴	CON	Programmed			\$2,750,000		\$2,750,000	
BART	Market St. / Balboa Park New Elevator Master Plan	⁵	PLAN/ CER	Programmed					\$0	
BART	Elevator Renovation Program	⁵	PS&E	Programmed			\$500,000		\$500,000	
SFMTA	Muni Subway Expansion (19th Ave M-line)	^{1,6}	PLAN/ CER	Programmed					\$0	
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)	^{6,7}	PLAN/ CER	Planned			\$514,232		\$514,232	
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)	⁶	PLAN/ CER	Planned				\$2,027,710	\$2,027,710	
SFMTA	Muni Subway Expansion Project Development	^{1,7}	PLAN/ CER	Allocated	\$965,948				\$965,948	
SFMTA, SFCTA	Muni Metro Core Capacity Study	⁷	PLAN/ CER	Pending (Prior)			\$1,150,000		\$1,150,000	
SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case	⁸	PLAN/ CER	Pending (Prior)			\$801,716		\$801,716	
Total Programmed in 2019 5YPP					\$965,948	\$0	\$6,015,948	\$2,727,710	\$0	\$9,709,606
Total Allocated and Pending					\$965,948	\$0	\$1,951,716	\$700,000	\$0	\$3,617,664
Total Unallocated					\$0	\$0	\$4,064,232	\$2,027,710	\$0	\$6,091,942
Total Programmed in 2021 Strategic Plan					\$965,948	\$0	\$5,750,000	\$2,027,710	\$0	\$8,743,658
Deobligated Funds							\$965,948	\$0	\$0	\$965,948
Cumulative Remaining Programming Capacity					\$0	\$0	\$700,000	\$0	\$0	\$0
Pending Allocation/Appropriation										
Board Approved Allocation/Appropriation										

FOOTNOTES:

- ¹ Strategic Plan and 5YPP amendments to accommodate allocation of \$965,948 for Muni Subway Expansion Project Development (Resolution 20-009, 09/24/2019).
Muni Subway Expansion (19th Ave M-line): Reduced by \$965,948 in FY2020/21 planning funds from \$2,744,300 to \$1,778,352
Muni Subway Expansion Project Development: Added project with \$965,948 in FY2019/20 and advanced cash flow from FY2021/22 to FYs 2019/20 and 2020/21.
Strategic Plan and 5YPP amendments to the purchase additional Light Rail vehicles category (LR-15) to accommodate allocation of \$20,001 for Light Rail vehicle program revenue (Resolution 20-040, 4/14/2020).
- ² Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect updated project delivery schedule (Resolution 22-020 12/7/2021)
- ³ 5YPP amendment to reprogram \$2,750,000 from Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements - Placeholder in FY2021/22.
- ⁴ 5YPP amendment to reprogram \$500,000 from Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22
- ⁵ 5YPP amendment to accommodate funding for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)
Muni Subway Expansion Project Development: Reduce \$1,778,352 to \$0 in FY2020/21
Reprogram \$1,749,358 in deobligated funds from Geneva Harney BRT environmental phase
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Add project with \$1,500,000 in FY2021/22 and \$2,027,710 in FY2022/23 planning funds.
- ⁶ 5YPP amendment to accommodate funding for Muni Metro Core Capacity Study (Resolution 22-0XX, xx/xx/xxxx)
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by \$184,052 from \$1,500,000 to \$1,315,948.
Cumulative Remaining Programming Capacity: Reduced from \$965,948 to \$0; these funds were deobligated from Muni Subway Expansion Project Development.
Muni Metro Core Capacity Study: Add project with \$1,150,000 in FY2021/22.
- ⁷ 5YPP amendment to accommodate Geary/19th Ave Subway Strategic Case (Resolution 22-0XX, xx/xx/xxxx)
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by \$801,716 from \$1,315,948 to \$514,232.
Geary/19th Ave Subway Strategic Case: Added project with \$801,716 in FY2021/22.
- ⁸ Planned 5YPP amendment to fully fund design of Muni Forward M Oceanview Transit Reliability and Mobility Improvements Project
NTIP Placeholder (carryover): Reduce from \$1,000,000 to \$300,000 in FY2021/22.
Muni Forward M Oceanview Transit Reliability and Mobility Improvements: Program project with \$700,000 in FY2023/24.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)

Other Transit Enhancements - (EP-16)

Cash Flow (Maximum Annual Reimbursement)

Pending April 26, 2022 Board

Other Transit Enhancements (EP 16)									
Carry Forward From 2014 5YPP									
NTIP Placeholder	^{3,9}	Any	\$0	\$0	\$300,000			\$300,000	
M Oceanview Transit Reliability and Mobility Improvements	⁹	PS&E				\$40,000	\$660,000	\$700,000	
Geary Boulevard Improvement Project (Geary BRT Phase 2)	⁴	CON			\$0			\$0	
Transit Enhancements - Placeholder	⁴	CON				\$1,375,000	\$1,375,000	\$2,750,000	
Market St. / Balboa Park New Elevator Master Plan	⁵	PLAN/ CER	\$0	\$0				\$0	
Elevator Renovation Program	⁵	PS&E				\$500,000		\$500,000	
Muni Subway Expansion (19th Ave M-line)	^{1,6}	PLAN/ CER			\$0	\$0		\$0	
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)	^{6,7}	PLAN/ CER			\$500,000	\$14,232	\$0	\$0	\$514,232
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)	⁶	PLAN/ CER			\$0	\$200,000	\$1,100,000	\$727,710	\$2,027,710
Muni Subway Expansion Project Development	^{1,7}	PLAN/ CER	\$482,974	\$482,974				\$965,948	
Muni Metro Core Capacity Study	⁷	PLAN/ CER			\$250,000	\$615,000	\$285,000	\$1,150,000	
Geary/19th Ave Subway Strategic Case	⁸	PLAN/ CER			\$100,000	\$701,716		\$801,716	
Cash Flow Programmed in 2019 5YPP			\$482,974	\$482,974	\$1,150,000	\$3,445,948	\$3,420,000	\$727,710	\$9,709,606
Total Cash Flow Allocated and Pending			\$482,974	\$482,974	\$350,000	\$1,356,716	\$945,000	\$0	\$3,617,664
Total Cash Flow Unallocated			\$0	\$0	\$800,000	\$2,089,232	\$2,475,000	\$727,710	\$6,091,942
Total Cash Flow in 2021 Strategic Plan			\$482,974	\$482,974	\$1,600,000	\$2,975,000	\$2,475,000	\$727,710	\$8,743,658
Deobligated Funds			\$0	\$0	\$965,948	\$0	\$0		\$965,948
Cumulative Remaining Cash Flow Capacity			\$0	\$0	\$1,415,948	\$945,000	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									